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No. 16,286. 號六十八百二千大萬一第

日九金月五年二號

HONGKONG, TUESDAY, JULY 5TH, 1910.

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[a542]

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Hongkong, 4th July, 1910.

[799]

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Hongkong, 8th June, 1906.

[84-163]

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Hongkong, 22nd June, 1910.

[768]

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Hongkong, 31st July, 1910.

[544]

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[525]

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[a747-2]

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CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each buyer. Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive. One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

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7.00 a.m. to 10.00 a.m.... Every 10 minutes.
10.00 a.m. to 11.00 a.m.... Every 15 minutes.
11.30 a.m. to 12.45 p.m.... Every 15 minutes.
12.45 p.m. to 1.45 p.m.... Every 10 minutes.
1.45 p.m. to 2.45 p.m.... Every 15 minutes.
2.45 p.m. to 3.45 p.m.... Every 10 minutes.
3.45 p.m. to 5.00 p.m.... Every 15 minutes.
5.00 p.m. to 6.00 p.m.... Every 15 minutes.
6.00 p.m. to 7.00 p.m.... Every 15 minutes.
7.00 p.m. to 8.00 p.m.... Every 10 minutes.
NIGHT CARS at 9.45 to 11.15 p.m.... every half hour.
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9.00 a.m. to 9.00 a.m.... Every 15 minutes.

9.00 a.m. to 9.30 a.m.... Every 30 minutes.

9.30 a.m. to 10.30 a.m.... Every 15 minutes.

10.30 a.m. to 11.00 a.m.... Every 10 minutes.

11.45 a.m. to 12.00 Noon.... Every 15 minutes.

12.00 Noon to 1.00 p.m.... Every 10 minutes.

1.00 p.m. to 5.00 p.m.... Every 15 minutes.

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7.00

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A BLEND OF THE FINEST PURE
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LIMITED,
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in the affairs of the country, though probably not from the Government side. COUNT OKUMA is thus a unique force in the country, and his remarks, even though they at times display a lack of profound belief, are always of interest. To the German correspondent COUNT OKUMA spoke of Japan's intentions with regard to China, a subject the importance of which cannot be over-estimated. Some shallow thinkers have advanced the opinion that it is not in Japan's interests to develop the resources of China, except in so far as she can exploit them for her own advantage, and a feeling has been created that the policy of the Japanese Government is not altogether unaffected by this idea. China, with its millions, is to be Japan's market, and the development of China is only to go so far as the appreciation of Japanese goods is concerned. While it is impossible that such an idea should be seriously entertained, and equally impossible that it should be fulfilled, it would appear that the phrase "extension of trade" is too often taken to mean an extension of Japan's trade with China, not an extension of China's trade with Japan. In 1904, just after the outbreak of the Russo-Japanese War, the then Japanese Minister for Agriculture and Commerce declared that the result of the war between Japan and China was the driving back of the Chinese merchant in Korea and the establishment of Japan's trade in that country with great profit. In the war with Russia they were to take from the Chinese merchants the trade with China. It is such utterances as this which give birth to the idea that Japan's policy is not one of "give and take," but of "take" only. How does COUNT OKUMA approach the question? Japan undertook her wars, he says, not from a heedless thirst for glory, but to protect her own living interests. Now the country had only one desire—to preserve peace with her neighbours as long as possible. China, however, offers the most serious problem for the near future. Apparently by this COUNT OKUMA means that China is the only menace to the peace of Japan, but he fails to explain in what way any menace obtains. Instead he makes a sweeping criticism of the Chinese nation, as having only a thin layer of cultured people, the great mass of her populace being entirely in the thrall of barbarism. Curiously enough, this is just what foreign observers have said of Japan, although perhaps not quite so baldly. But neither in Japan nor in China can the mass of the people be described as barbarous. The Chinese certainly do not display any barbarian tendencies, taking the nation as a whole. They are, of course, capable of being aroused to acts of gross cruelty, but only under the stress of misgovernment. According to one correspondent, the recent riots in China were the result of a political movement, having for its object the overthrow of the Manchu rulers and the maintenance of China for the Chinese. The robbing and plundering were, therefore, no more a sign of barbarism than, say, the riots in Tokyo on the conclusion of the Russo-Japanese war. Again, the principal characteristic of barbarism is aggression, but this is a quality from which the Chinese are singularly free. However, COUNT OKUMA has decided that the great mass of the Chinese are barbarians, and therefore the task of the civilised nations must be the creation in China of enlightenment and culture. The best means to effect this is the extension of trade and the establishment of schools. Here again one is puzzled to know what is meant by the extension of trade. Is it the extension of China's trade, or the trade of the civilised Powers? Perhaps the former, for, according to COUNT OKUMA, Japan now invites all the nations of Europe and America to join with her in this peaceful work in China—a work, it may be remarked, which was begun by the other civilised Powers, before Japan had opened her doors to the foreigners. But is it true that the menace to the peace of the Far East is the lack of enlightenment and culture in China? If enlightenment and culture mean a strong government, and the usual accompaniments of a strong government—a strong army and navy—then everybody must agree. But this merely implies it is the weakness of China and the aggressions of the civilised Powers which make peace uncertain. If, during the process of enlightenment and culture, the Powers uphold the authority of the Chinese Government and do nothing to weaken it, then well and good; but no amount of enlightenment and culture will prevent strife if the Government is to be treated as that of a royal State, whose doing must be scrutinised and thwarted when they show any signs of independence of action. COUNT OKUMA's remedies, therefore, do not touch the real root of the matter. A peaceful

settlement might, indeed, be obtained by dividing the enlightened and cultured—probably therefore enervated—China among her neighbours, but this would be more satisfactory to the neighbours than to China.

It is stated in a Home paper that King Manuel of Portugal has manifested a desire to abdicate in favour of his uncle Dom Alfonso.

Colonel Eustis, chief officer in command at Kwangtung, between Korea and Manchuria, has arrived in London from Japan.

The Dutchman, Mr. Arnold Sooyens, who is walking round the world, and who passed through Hongkong last month, reached Shanghai last week.

The presentation of the address by the Parsee community of Hongkong and Canton to Sir Horatio Mody is to take place at the Parsee Club-morrow evening.

Mr. G. N. Orme returned to the Colony on Sunday, having made the journey Home and back in the three months leave granted to him. He had over a month in England.

The health of Hongkong last week was very satisfactory. The return of communicable disease shows only two cases of plague, both fatal, there being no cases of other disease reported.

For stealing a quantity of knives and forks from barracks, Mr. E. B. Halifax at the Magistracy yesterday sentenced a Chinese to two months' imprisonment with hard labour and six hours' stocks.

Specially licensed chaises commenced plying for hire at Shaukiwan yesterday. It is considered that this will supply a long felt want and if the experiment is successful, more will be provided.

Sympathy will be extended to Colonel Chamier, commanding the Royal Artillery in Hongkong, on the death of his father, Lieutenant-General Stephen H. E. Chamier, C.B., who died last month.

Sergeant Taylor charged a Chinese clerk from the Treasury and another Chinese before Mr. J. R. Wood at the Magistracy yesterday with obtaining a sum of money by false pretences. The hearing was adjourned.

Credit where credit is due! The Siberian mail which left London on June 15th was delivered yesterday, which, making allowance for the difference in time, means that only eighteen days was occupied by the mail in transit.

Plague has invaded the telegraph office in Pakhoi, and, according to information, has carried off the telegraph operator and two out of the four messengers. The result is that the office has been closed down, as there is no one available to receive or send messages.

It is probable that the railway line will be opened to traffic about the beginning of next month. As the wheels for the carriages have not yet arrived a number of wagons are being fitted with seats and will be utilised until the carriages are ready. It is unfortunate that, other things being ready, such a delay should have occurred.

The boatswain of the s.s. *Mongolia* appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of having five-tenths of opium in his possession. He told his Worship that the chief officer of the steamer discharged the second boatswain, and that seaman, before leaving the ship, told him that he would "fix" him. Defendant was discharged.

Says the *Melby Mail*:—A distressing incident occurred on the Court Hill this morning. It appears that it had been found necessary that a Pathan, who had been promoted from police-man to detective, should return to his original rank. On being informed of this by the Detective Inspector in his office, the unfortunate man stepped from the office, and, standing on the threshold, drew a revolver and shot himself through the heart. The bullet passed right through the man's body and travelled through the office, fortunately without hitting any of those there at the time.

A ROYAL MARRIAGE.
ROMANCE OF A GERMAN PRINCE.

In the New Palace, Potsdam, last month Prince Friedrich Wilhelm of Prussia was united in marriage by the Court Chaplain, the Rev. Dr. Dryander, to Princess Agathe of Prussia.

Prince Friedrich Wilhelm is the youngest son of the late Prince Albrecht of Prussia, and was born on July 12, 1880. The Princess Agathe was born on July 24, 1884.

The marriage took place in the presence of the Emperor and Empress and all the Royal Princes and Princesses of the Imperial family, and was celebrated with the pomp and dignity for which the German Court is famous all over the world.

The bride's train was held by four young and beautiful ladies. Countess Schwerin, Countess E. Douchou, Fraulein E. von Armin and Countess E. zu Eulenburg.

This wedding is the culminating point in a Royal romance which shows the enormous power wielded by the Kaiser. Prince Friedrich Wilhelm has two elder brothers, Prince Friedrich Heinrich and Prince Joachim Albrecht, who on the death of their father, succeeded to the majority of the princely property. But during their youth they indulged in many escapades and incurred the displeasure of the Kaiser.

The Kaiser, as Head of the Hohenzollerns, by the inviolable and ancient laws of that house, has the supreme right over all the property of his kinmen, and can do with it what he pleases.

At various times he cautioned and lectured the two elder brothers, but in vain, and at last he decided to disinherit them and to hand over the property to the younger brother, Prince Friedrich Wilhelm, who has always been noted for his diligence and application to duty.

After the wedding festivities were over the Prince and his wife proceeded to Castle Seitenberg in Glatz.

TELEGRAMS.

[Protected by the Telegraph Message
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[DAILY PRESS' EXCLUSIVE SERVICE.]

CHINA AND THE RUSSO-JAPANESE AGREEMENT.

PEKING, July 4th.

The Chinese are intensely interested in the Russo-Japanese agreement. They understand that it contains no reference to Korea, but that it strengthens the agreement of 1907.

CURRENCY REFORM IN CHINA.

PROGRESSIVE MEASURES.

PEKING, July 4th.

At a meeting of Chinese bankers held to-day it was decided to form an association with branches in the provinces in order to assist and explain the currency reform, which the Government is steadily elaborating on practical lines.

[MINUTE'S SERVICE TO THE HONGKONG DAILY PRESS.]

DEATH OF A LIVERPOOL M.P.

LONDON, July 2nd.

Mr. C. Macarthur, Unionist M.P. for the Kirkdale division of Liverpool, is dead.

[Deceased sat for the Kirkdale division since 1907, previous to which he represented the Exchange division. He was chairman of the National Law Association, formerly chairman of the Commercial Law Committee, and President of the Liverpool Chamber of Commerce.]

THE CRETAN PROBLEM.

SUGGESTED ADDITION TO EUROPEAN CONCERT.

London, July 3rd.

It is reported from Constantinople that the anti-Greek boycott is slackening.

The Porta has asked Germany and Austria whether they are prepared to join the concert of Powers protecting Crete with a view to reaching a definite settlement of the question.

THE HEAVY-WEIGHT CHAMPIONSHIP.

LONDON, July 4th.

A Reuter's despatch from Reno, Nevada, states that the active training of the principals, Jeffries and Johnson, in the World's Heavy-Weight Boxing Championship has ceased. Everything is in readiness for the contest.

Jeffries is a pronounced favourite, odds of 10 to 6 $\frac{1}{2}$ being laid on him.

The purse totals £20,200, which constitutes a record stake.

ANOTHER AVIATION TRAGEDY.

LONDON, July 4th.

At the opening of the Rheims Aviation Meeting to-day the aviator Dachter flew sixty miles in his aeroplane, when the framework collapsed, and he fell headlong, a distance of 600 feet, and was killed.

The tragedy was witnessed by the mother, sister, wife and child of the aviator.

IRISH LAND STOCK.

LONDON, July 4th.

The 3 per cent. Irish Land Stock, amounting to four millions, has been issued at £92 10s.

[FROM THE "N.C. DAILY NEWS"]

FIRE AT HANKOW.

HANKOW, June 25th.

A huge conflagration has been caused here by drifting kerosene junks. The fire swept along the Bund, and destroyed Messrs. Butterfield & Swire's Bank, numerous pontoons and four launches. On shore hundreds of houses in the city were destroyed.

COUNTY CRICKET.

LONDON, June 27th.

The following are the results of the cricket matches played on June 23, 24 and 25.

Middlesex beat Hampshire at Portsmouth by 118 runs; Nottinghamshire beat Leicestershire at Leicester by 126 runs. The matches between Somersetshire and Worcestershire at Worcester, Warwickshire and Yorkshire at Birmingham, Essex and Lancashire at Leyton and Kent and Surrey at Blackheath, were abandoned.

INDEPENDENCE DAY.

The American national festival was observed in Hongkong in a manner which must have been gratifying to the sons and daughters of the great republic. Not only did all the war vessels in the harbour—American, British and Portuguese—dress ship, but the big representatives of the mercantile marine of several nations introduced bunting very effectively.

The American community celebrated with their usual enthusiasm. With most the day was regarded as a holiday. Mr. Stuart Fuller, American Vice-Consul, received ceremonial visits from colonial officials and the consular body, and was later "at home" to Americans and friends. A reception was held at the office of the Standard Oil Company, another took place on the *Tenyo Maru*, and an "at home" was given on board the U.S. gunboat *Wilmington*. A salute was fired at noon.

TYphoon Signals.

Much excitement prevailed on the harbour last night when the signals, three green lights, proclaiming a typhoon beyond 300 miles of the Colony, were hoisted. Even in the darkness the considerable movement was noticeable, and the constant blowing of whistles of launches engaged in towing small craft to shelter confirmed the impression of unrest. The wind freshened as the night advanced, and the usual precautions were taken ashore as well as afloat.

A NEW ARMY RIFLE.

There is a likelihood, writes a correspondent, that the whole Army will, before long, be re-armed with a new rifle, of smaller bore than the present. It is understood that the War Office Committee, which has been considering the subject, are in favour of that course.

With a bullet smaller in diameter than the one now in use, and furnished, moreover, with a sharply pointed instead of round nose, the resistance of the air to its passage is greatly diminished, and with a powerful charge to impart a very high initial velocity it has been found that an almost flat trajectory is possible, even where the marksman and the object aimed at are a great distance apart.

Another consideration is that the new rifle would be somewhat lighter than the old, and the ammunition would also be lighter, round for round, both important advantages.

It is understood that the committee has also taken into account the relative destructiveness of the bullets.

WOMEN AT SALES.

A vivid description of the conduct of women at sales was given during the hearing of a shooting case at the Marylebone Police Court the other day.

Miss Buckley, a shop assistant, said an enormous crowd of women attended a sale held by Messrs. Kennedy Clarke, drapers, Edgware Road.

"Some were outside the shop as early as six o'clock in the morning," she continued. "Owing to the pressure of the crowd one of the shop windows fell in, and was smashed. Directly the bolt of the door was pulled back the floor gave way with great force owing to the pressure behind it."

"The crowd was composed of women all waiting for bargains?" suggested Mr. Freke Palmer, the solicitor.

"Yes," Miss Buckley agreed.

"Often when one woman has picked up an article she wants another woman who wants it will snatch it out of her hands?"

"Oh, yes. And between them the article is sometimes torn into halves."

"Do not give away your sex more than you are obliged." Mr. Flown advised.

CRICKET RULE THAT IS OFTEN BROKEN.

The following important notice affecting the laws of cricket has been issued by the Marylebone Cricket Club:

"The M.C.C. committee consider it necessary to call attention to objectionable, if not illegal, action on the part of batsmen, which the committee know from their own observation, and hear from members, is becoming a practice."

"After playing the ball, the batsman, if the ball is within his reach, knocks it back to the bowler, although his wicket is in no danger, thereby, in the opinion of the committee, infringing the spirit of Law 2.

"This is usually done when the wicket-keeper is standing back, and the committee have observed, not infrequently, cases in which an easy run ought to have been made. The committee venture to suggest that this is a bad practice, and hope that cricketers will support them by discontinuing it."

LATEST STEAMER MOVEMENTS.

The Ben Line str. *Benvorlich* from London, etc., left Singapore on the 2nd inst. for this port.

The Apcar str. *Gregory Apcar* from Calcutta left Singapore on the 3rd inst. a.m., and may be expected here on or about the 9th inst.

The I.G.M. str. *Ileis*, carrying the German Mail, with dates from Berlin of the 15th ult., left Colombo on the 2nd inst. p.m., and may be expected here on or about the 13th inst.

The I.G.M. str. *Ileis*, which left here on the 20th ult., at 10 a.m., arrived at Shanghai on the 2nd inst., at 7 p.m.

The O.P.R. Co.'s str. *Empress of China* arrived at Kobe at 5.30 p.m. on the 1st inst., and left again at noon on Saturday for

SUPREME COURT.

Monday, July 4th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOT (CHIEF JUSTICE).

ALLEGED ILLEGAL BILL.

The action brought by the Tung Sang Wing firm against Chew Chun Kit to recover the sum of \$13,054.17 for monies had and received by the defendant and for the use of the plaintiffs, and converted by the defendant to his own use, was again mentioned.

Mr. Potter, instructed by Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office), appeared for the plaintiffs, and defendant was represented by Mr. C. G. Alabaster, instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell).

His Lordship—The Registrar informs me that stamp duties have not been paid on the defendant's document. Plaintiffs have paid theirs.

Mr. Alabaster—I am told that is so.

His Lordship—I am afraid I must discredit the evidence. I shall have to give judgment as if that document had not been produced.

Mr. Alabaster—that does not mean judgment for the plaintiffs?

His Lordship—No, but it must be understood that that document disappears, and I give judgment as if it did not appear. I don't know what the Treasury may do.

Mr. Alabaster—Not so, my Lord.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

THE ALLANA-CAPTAIN ASSAULT CASE.

The case was mentioned in which D. K. Captain obtained leave to appeal from the decision of Mr. E. B. Halifax, Police Magistrate, in the case in which he was found guilty of assaulting Miss Della Huard and sentenced to fourteen days' imprisonment.

The Chief Justice—Why has this come on today?

Mr. Potter (for appellant)—That is what I don't understand. We simply received a notice that it was to be mentioned.

The hearing was adjourned.

WHAT CONSTITUTES A PROMISSORY NOTE?

The point raised in the action brought by Tai Kan against Chung Tsuen Kwai to recover \$7,521.15, said to be due with interest on four promissory notes, came on for argument before the Full Court. The question raised was whether the Chinese documents, on which the money claimed was advanced, constituted promissory notes.

Mr. M. W. Slade, instructed Mr. F. X. d'Almada e Castro (of Messrs. Almada & Smith), appeared for the plaintiff, and defendant was represented by Mr. C. G. Alabaster, instructed by Mr. Christopher Wilson (of Messrs. Hastings & Hastings).

Mr. Slade said this was a point reserved in the course of the trial. His Lordship the Chief Justice gave judgment for plaintiff, but reserved the point whether he was entitled to recover on the document. The case was tried some considerable time ago, [Mr. Calthrop and Sir Henry Berkley being the Counsel, and a defence of forgery was set up]. His Lordship held in favour of the genuineness of the documents, and throughout the whole proceedings these documents were called promissory notes. They were admitted on the pleadings to be promissory notes, but during the course of the trial, when His Lordship held that the defence of forgery was unsustainable, the point was suddenly raised that these were not promissory notes at all, and leave was given to amend. The Chief Justice said he would give judgment for plaintiff and leave the question as to whether these documents were negotiable instruments or promissory notes to be referred to the Full Court. Mr. Slade submitted that these promissory notes were properly so called, and came within the definition of a promissory note in the Ordinance. It was quite clear on the authorities that any form of words was sufficient. This was the regular form of note used from time immemorial among the Chinese as a promissory note. Practically ninety-nine out of a hundred notes drawn for the borrowing of money contained those words, and he submitted that those words clearly import a promise to pay. They could be translated perfectly accurately, "payable at any time." It was perfectly clear that both parties understood and intended that these notes should be payable on demand. Then if this was not a promissory note, it was a good bill of exchange.

The Chief Justice—Supposing we find this is a promissory note, what happens?

Mr. Slade—Judgment.

The Chief Justice—And we need not trouble anything about the form of judgment?

Mr. Slade—No.

The Chief Justice—It is simply to bring to a dead the form that is being discussed?

Mr. Slade—Yes. We are entitled to judgment if it is a good bill of exchange and if it has a good assignment on the back.

The Chief Justice—You settled that among yourselves.

Mr. Slade—Your Lordship did not bring this matter to a head. You said you would give judgment and reserve the matter for the Full Court. The bill of exchange point was not raised in the Court below, but the question whether it was an assignment or not definitely was.

Mr. Alabaster said if this was not a bill of exchange or a promissory note judgment must be given for defendant. This could not be a bill of exchange, because it was not an unconditional order in writing made by the drawer. The drawer in this document only signed as a witness. It was the drawee who had made the order. The hearing was adjourned.

This document also was insufficiently stamped.

therefore it was not a good note. As a promissory note for \$300 it should have been stamped with a ten cent stamp, whereas it was stamped with a stamp of five cents, which showed it to be clearly what he suggested it was—a receipt. It could not be received in evidence at all if insufficiently stamped.

The Chief Justice—We are now only considering whether in law or not it is a promissory note.

Mr. Alabaster—It is not for that reason.

The Chief Justice—That won't help you now. It may afterwards.

Mr. Alabaster said that no promise whatever was admitted by the drawer of the note to pay demand. To make it a true promissory note according to Chinese ideas there would have to be two additional words, meaning "without neglect." If those two words were in, and if the other ingredients were present, then it became a promissory note. But there was no word in this note which amounted to an unconditional promise by the drawer.

Their Lordships reserved their decision.

THE FALSE IMPRISONMENT CASE.

An appeal was heard against the decision of Mr. Justice Hazelton in the summary action in which Wong Fu Ng recovered \$500 damages from Captain A. A. Johnson of the s.s. *Shui On* for alleged assault and false imprisonment.

Mr. M. W. Slade, K.C., and Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon) appeared for the appellant, and the respondent was represented by Mr. Eldon Potter, instructed by Mr. Davidson (of Messrs. Hastings & Hastings).

The appellant sought an order that the verdict given and judgment directed on the trial of this action before Mr. Justice Hazelton and a common jury on June 13th should be set aside and a new trial be had between the parties, and that the costs of the former trial abide the result; or alternately, that judgment be entered in the action for the respondent to pay to the appellant the costs of and occasioned by this application.

The grounds on which the order was applied for were that the learned judge was wrong in refusing to leave to the jury the following questions:—Whether the defendant was justified in doing such things as he did, and in authorising to be done such things as he did, authorising to be done in the following circumstances:—

(1) That the appellant was master of the *Shui On*, and that the respondent refused to obey his lawful instructions.

(2) That the respondent wilfully obstructed and molested the crew in the management of the steamer, and in the execution of their duty on or about the steamer.

(3) That the respondent committed breaches of the peace on board the steamer before it came alongside the wharf, and was still committing breaches of the peace when taken into custody by the police.

The finding of the jury was also complained of on the ground that the damages awarded \$500 were excessive.

Mr. Slade, in opening, said this was an appeal from the decision of Mr. Justice Hazelton in the Summary Court, and was one of those appeals on mixed questions of fact and law which made it very hard to say whether it was an appeal on fact or an appeal on law. What happened was that his Lordship held that there was no evidence to go to the jury in support of certain defences raised upon the pleadings, and that those defences did not arise on the facts raised. Therefore it was very hard to say whether it was a question of fact or of law. They had put the whole of the pleadings and the evidence in the form of a special case, and had asked the other side to sign it. The other side refused, saying that it was unnecessary.

The Chief Justice—I think it is a question of law.

The Puisne Judge—It is clearly a question of law.

Mr. Slade said he quite agreed, therefore they had put the materials together as a special case and asked the other side to sign them. This, he said, was an action brought by the respondent against the appellant as captain of the *Shui On*, for malicious prosecution in the guise of an action for false imprisonment.

To avoid having to prove that he had no reasonable and probable cause, he framed his action for false imprisonment. Ships captains would be put in an intolerable position if this decision was upheld.

Mr. Slade then dealt with the common law in order to show that the master of a vessel had far greater powers than an ordinary individual over both passengers and crew. For the purpose of exercising authority passengers and crew were on the same footing. He can punish, he can imprison, according to his judgment, but he must be reasonable.

The Chief Justice—Has he any powers outside the Merchant Shipping Act?

Mr. Slade—Yes, common law powers.

Proceeding, he quoted cases to indicate the scope of a captain's powers. If a person misbehaved at table the captain could have him removed and imprisoned. He could also order a passenger to take a station and take part in the defence of the ship, thus exposing his life.

In the present case all he did was to detain the man pending the arrival of the police officer called to his assistance. If he was not justified in doing that, he (Mr. Slade) was surprised.

The Chief Justice—It was a very fine question. The danger of the occasion had passed, and in order to assist him in punishing the passengers for an offence which they undoubtedly committed he detained them. Had he the right to do so?

The Chief Justice—He had no powers outside the Merchant Shipping Act?

Mr. Slade submitted that at common law he had the power. He was in a position of greater authority than a private individual.

The offence was against discipline. That offence had been committed and he merely detained them until the police officer came.

The Chief Justice asked if anything in the way of insubordination happened after the arrival.

Mr. Slade—No.

Mr. Potter—And for a long time before, the certain admits.

Mr. Slade—When these riotous individuals got their way, of course, they kept quiet.

Proceeding, he quoted the Merchant Shipping Act with regard to powers of detention and questioned whether it was in force in Hongkong.

He asserted that certain legislation were given power to renew any portion of this Act. The implication was that without any more to do the whole Act applied to colonies.

It assumed definitely that the Act was one of general application, applying not only to England but to the Colonies as well. The whole Act extended to the Colony except so far as it was affected by the local Ordinance.

The hearing was adjourned.

This document also was insufficiently stamped.

SHIPPING NOTES.

The s.s. *Shui On*, built at Takuoo Dock for the Yangtze river trade, successfully underwent her trial trip yesterday morning.

A Straits journal says of the Anti-Shipping Bill:—A keen official wit has been at work, and a bill has been produced which is a marvel of cleverness, simplicity, and (when it comes to be passed) effectiveness. Let none say again that we have no legislative genius in the administration. Respectful salutations are due to the author or authors of the Bill "to impose a duty on certain Bills of Lading and to protect shippers of goods from excessive charges and undue restrictions."

Viscount Ridley, in the course of a speech at West Hartlepool Town Hall, in support of the candidature of Mr. Howard Grifield, said he could not understand why the great trades unions did not see that their policy was identical with that of Tariff Reform. Were trades unionists aware that at that moment there was a large plant for the manufacture of steel erected in Hankow, in China, employing five or six thousand Chinese for wages which would be paid one Englishman, and that steel made by Chinese labour could be used in this country? What was the difference between steel which came into this country made by Chinese labour and Chinese labourers themselves coming into this country? Turning to the effect of Tariff Reform on shipbuilding, Lord Ridley said he was as interested as any man could be in the port of Blyth, and he supported Tariff Reform with all his heart, because he believed it would increase the volume of their shipping. When we began the system of Free Trade we had two-thirds of the carrying trade of the world, and now that had decreased from two-thirds to something under a half. Tariff Reformers desired to increase the amount of the goods carried by their ships, but they wanted to see goods coming into this country which were wanted by the workers of the country, instead of seeing ships taking away hundreds and thousands of working classes flying to Protectionist countries to find work. The United States had not developed her shipping industry, but that was the one industry in the United States which was not protected, and the one industry which, if he was not mistaken, they were taking steps to develop, as they had taken steps to develop other industries.

* * *

Some interest has been aroused by the threat of the new Commonwealth Government to put a special tax on the P. and O. Company's services between Sydney and Auckland, on the ground that *Lascar* seamen are employed in the company's vessels, and that their pay is less than that which obtains among white seamen in the inter-colonial trade. The evident suggestion is that *Lascar* labour enables the P. and O. Company to compete unfairly with Australian and New Zealand steamers. The P. and O. Company point out, however, that their first-class fare from Sydney to Auckland is £6, as compared with £7 by any other service, and that the difference operates effectively against travellers between Australia and New Zealand *vice versa*. Their Auckland extension, they say, is designed primarily for travellers to and from Europe. As the service to Auckland will not be resumed until much later in the year the dispute may not come to an immediate issue. It is, however, made clear that one of the arguments which the P. and O. Company will use is that, as neither their port of destination nor port of clearance is in the Commonwealth, these London-Auckland steamers are exempt from any special tax by the terms of the Commonwealth Constitution Act. But there is, of course, a more serious question at stake. It is whether seamen drawn from one part of the Empire ought to be put under a ban in another part of His Majesty's dominions because of their colour.

* * *

It is perhaps not generally known that it is usual for coasting steamers to navigate over most dangerous waters uncontrolled by certifying officers. Doubtless it would be possible to find more skilled men than the majority of masters of coasting steamers. But every now and again a case crops up which suggests that the absence of certification corresponds with a certain measure of laxity. A certifying officer might of grave dereliction of duty may have his parchment suspended or even cancelled by a Board of Trade Court of Inquiry. The un-certified officer cannot be touched, serious though his default is, because he has no parchment to be dealt with. An illustration of the position is furnished by the case of the coasting steamer *India*, which sank the barque *Kate Thomas* off the Cornish coast, with a loss of no fewer than nineteen lives. The master and the mate of the *India*, both un-certified, wore below the deck of the ship when the collision occurred. The steamer was left in charge—improperly as the Court holds—of an able seaman, who also acted as second mate and lamp-trimmer. This man, if found, would be liable to a heavy fine.

The Chief Justice—Has he any powers outside the Merchant Shipping Act?

Mr. Slade—Yes, common law powers.

Proceeding, he quoted cases to indicate the scope of a captain's powers. If a person misbehaved at table the captain could have him removed and imprisoned.

He could also order a passenger to take a station and take part in the defence of the ship, thus exposing his life.

In the present case all he did was to detain the man pending the arrival of the police officer called to his assistance. If he was not justified in doing that, he (Mr. Slade) was surprised.

The Chief Justice—It was a very fine question. The danger of the occasion had passed, and in order to assist him in punishing the passengers for an offence which they undoubtedly committed he detained them. Had he the right to do so?

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The offence was against discipline. That offence had been committed and he merely detained them until the police officer came.

The Chief Justice asked if anything in the way of insubordination happened after the arrival.

Mr. Slade—No.

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Mr. Slade—When these riotous individuals got their way, of course, they kept quiet.

Proceeding, he quoted the Merchant Shipping Act with regard to powers of detention and questioned whether it was in force in Hongkong.

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The implication was that without any more to do the whole Act applied to colonies.

It assumed definitely that the Act was one of general application, applying not only to England but to the Colonies as well. The whole Act extended to the Colony except so far as it was affected by the local Ordinance.

The hearing was adjourned.

This document also was insufficiently stamped.

SMOKERS' ORGANISATIONS.

It is only natural that there should be a considerable amount of grumbling indulged in by the French smoking world at the Government tobacco monopoly, which is enough to make all smokers irrespective of nationality—who visit this country dissatisfied. Not content with raising appreciably the price of tobacco, cigar, and cigarette of all except the commonest categories, the Government has further curtailed the supply of wax vestas by reducing the contents of the penny box from 40 to 30. Nor is this all; not only has it been discovered that the price of tobacco has been enhanced, but that there exists a serious shortage in weight! British tourists and others can reckon upon heavily heavily taxed.

How to be BEAUTIFUL—Keep your Complexion, Mrs. Ellen's Génie Charnier, Lait Charnier and Special Skin Tonic and Pouf Charnier will enable you to do it. How Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd., Sole Agents. [46]

PARIS LETTER.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

for any tobacco or cigar they may bring into France. The idea that ten cigars are allowed in this country duty free is not admitted in the practice of the Custom House. One of the latest exploits of the relentless *Republique*—which is certainly going too far and is making a rod for its own back—is the prosecution of a poor woman in Paris a few days ago for making and selling chocolate cigars and cigarettes on the ground that this is a fraudulent form of competition with the Government tobacco monopoly. Can you imagine anything more ridiculous? The heat seems to have affected the head of the French Government

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WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodic drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £5 to £20.

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MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France). [200]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU

Its refreshing and exhilarating effects are a revelation

to those who have never tried it before:

"WINCARNIS" has a charm all its own, which you

cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD

that cannot be equalled for giving Strength and Stamina,

Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

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Wholesale Distributors for China and Hongkong.

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VISITORS AT HOTELS.

HONGKONG HOTEL.

	PASSENGERS ARRIVED.
Mr. P. R. Adams	Mr. G. B. Macke
Mr. and Mrs. J. T. Andrew	Mr. B. Mandell
Capt. F. C. Armistead	Mr. W. E. Mann
Mr. J. H. Beckstead	Dr. O. Marrott
Mr. B. H. Bandholz	Miss K. A. Massey
Mr. W. H. Berteck	Capt. J. McBride
Mr. A. Biggs	Mr. & Mrs. F. E. McVay
Mr. P. J. Buckland	Mr. G. C. McIntosh
Col. Burrows	Mr. & Mrs. W. J. McKee
Mr. & Mrs. B. S. Catlett & child	2 children
Mr. M. O. Clark	Miss Z. Mendel
Mr. S. P. Clement	Mr. H. E. Meyers
Mr. W. J. Clement	Mr. W. A. Milsted
Mr. & Mrs. C. Coitrum	Mr. J. G. Minor
Mr. W. J. Croy	Mr. A. B. Monder
Mr. M. Darrach	Mr. T. J. T. Murray
Mr. R. Deobane	Mr. H. J. Morris
Miss A. Dolson	Mr. J. R. Morrison
Mr. A. E. Dunrich	Mr. & Mrs. D. Munro
Mr. and Mrs. H. C. Ehrenfeld	Mr. E. H. Parley
Mr. H. E. Elliott	Mr. H. S. Rhodes
Mr. J. E. Evangelista	Mr. K. K. Rodger
Mr. C. H. Eyre	Miss L. Rose
Mr. J. C. Faber	Mr. D. S. Smith
Mr. J. G. Fisher	Mr. H. M. Solomon
Mr. F. Flinn	Mr. J. Spofford
Mr. E. Flynn	Miss A. Square
Mr. M. Freedman	Mr. C. E. Stanton
Mr. A. Groot	Mr. J. Stevens
Miss N. W. Guilt	Mr. M. J. Tayl
Mr. V. Goulbourn	Mr. & Mrs. M. L. Thompson
Cst. T. P. Hall	Mr. E. Thorpe, Jr.
Mr. H. H. Hall	Mr. G. Tobler
Mr. H. O. Hashagen	Mr. W. W. Trautschold
Hon. E. and Mrs. E. A. Haworth	Mr. A. V. Walker
Dr. S. Hough	Mr. T. Walton
Mr. F. J. Howard	Mr. P. Weedon
Miss E. Howigan	Mr. H. S. Wole
Mr. & Mrs. Jessie & 2 children	Dr. & Mrs. Whitmore & child
Mr. F. H. Kales	Mr. A. B. Windt
Mr. M. A. Katz	Mr. & Mrs. S. F. Wright
Miss E. Keagh	Mr. G. Wolf
Mr. W. D. Kraft	Mr. G. Wood
Mr. E. L. Lovettus	Mr. C. Z. Zarevich
Major & Mrs. T. J. Lewis	Mr. & Mrs. W. Zollner
Miss Lewis	
Mr. P. F. Liddell	
Mr. G. T. Lloyd	

KING EDWARD HOTEL.

	PASSENGERS ARRIVED.
Mr. & Mrs. Blanchflower	Mrs. Mantor
Mr. & Mrs. Capron	Mr. Mulder
Mr. E. F. Cox	Mr. H. N. W. Nikols
Mr. O. R. Darke	Mr. J. P. Peake
Mr. H. Ebb	Capt. and Mrs. W. W. Pasamore
Mr. & Mrs. Ebner	Mr. D. Perceval
Dr. N. Eyl	Mr. C. Rico
Mr. Heymann	Mr. E. Bigold
Mr. A. Hinsel	Mr. Rossmann
Mr. E. Hollows	Mr. F. Rowley
Miss Juvelen	Mr. E. J. Rowley
Mr. Kennedy	Mr. E. Smith
Misses K. M. Kennedy	Mr. & Mrs. A. F. Thayer
Dr. W. Lamb	Mr. F. Vincentot
Miss Lepreito	Mr. G. C. Whitelaw
Mr. M. Leslie	

KINGSOLAR PRIVATE HOTEL.

	PASSENGERS ARRIVED.
Comd. & Mrs. Acton & maid	Mr. & Mrs. A. C. Logan
Mr. F. Arndt	Comst. J. M. Macdeo
Mr. Barlow	Mr. & Mrs. C. Mackee
Dr. Black	Mr. C. M. Meyer
Capt. & Mrs. Bromer	Mr. K. S. Morrison
Mr. W. F. Brewer	Mr. J. A. Oford
Mr. C. A. Broadwater	Rev. Mr. S. Payne
Mr. H. Bulmer	Mr. Wm. Pittendrigh
Mr. E. J. Chapman	Mr. J. Robertson
Mr. Cook	Mr. R. Rowbury
Mr. P. Sydenham Dixon	Miss M. Stevenson
Mr. & Mrs. D. E. Donnelly	Mr. R. R. Ross
Miss K. Finch	Mr. J. A. Ross
Dr. A. D. Foster	Mr. J. A. Ross
Mr. J. G. S. Grindon	Mr. & Mrs. Tibbs
Mr. & Mrs. G. Gordon	Mr. B. Webb
Mr. Harrison	Mr. J. W. Wilson
Mr. H. Holman	
Mr. H. F. Jones	
Mr. W. B. Tindall King	

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of, or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 35 years

From 1874 to 1909*

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

MR. ROOSEVELT'S FAREWELL

THE ROMANCE OF A HAT

The story of a little hat belonging to a pretty actress terminated, says a Paris correspondent, in marriage bells. It is a real romance. The hero is Prince Ghika, the heroine Mme. Diane de Pougy.

In the parish register of the Eighth Arrondissement she signed herself Marie Anne Olympia Chassaigne, but to the world in general she is known by her stage name. As one of the beauties of Paris, the new "Princess" has claims to set the mode. The women who were gathered at the quiet ceremony this morning noted with interest the sartorial fact that "La marie" did not wear one of the hampered robes so fashionable at this moment, which give the effect to the fair sex of trussed chickens. Upon her head was an immense black hat.

A hat should be adopted as the crest of the pair. Some weeks ago the bride was walking with her fiance at St. Germain-en-Laye, when some passers-by alluded scoffingly to her hat. It was a tiny tortoise of particularly fine pattern, but it excused the unfattering comment of the St. Germainais. The result was an encounter of a more or less serious sort, and the scene was played out in the auto court.

The ceremony was quite simple. An automobile stopped at the marie and the bride alighted to be joined presently by the groom. The mayor tied the knot and made a charming allocution.

At the Church of St. Philippe du Roule the religious service took place, and thus ends the Romance of the Little Hat. The title is more appropriate in that a leading modiste of Paris was one of the bride's witnesses.

MILLIONAIRE'S "JOKE"

A despatch from Seattle describes a new society diversion, introduced there by a prominent New York millionaire, a well-known clubman and an accomplished whip, who conceived the brilliant idea that an attack upon his four-in-hand by hogs highwaymen would prove a highly successful practical joke.

The coaching party included half-a-dozen ladies, including a niece of President Taft. On the highway at a lonely spot, two of the hundreds of the lady passengers with three others, all masked, and with guns, held up the party and compelled the women to drop their valises into a bag. Those who fainted were relieved of their trinkets. The matter was reported on the arrival of the party in Seattle. Then, after an explanation, they were released.

It is hardly likely that this "society diversion" will become popular, even in the Far West, and the New Yorker who arranged the hold-up says himself that it was never intended that the ladies should faint, or that the master should come to the knowledge of the police. "To speak frankly," he says, "before we knew exactly what had taken place, the 'joke' outran itself, and we all found ourselves in distress. The real trouble was that the ladies refused to believe that they had been hoaxed, and before I could make explanations they became hysterical, hit us over the head with bottles, and started the horses off in a mad flight."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 4th at 11:55 a.m.—The shallow depression lying over the S. part of the Sea of Japan yesterday has moved into the Pacific.

Barometric changes in other areas are light.

Pressure continues relatively low over the N.W. part of the China Sea, and a depression may be forming in the neighbourhood of the Paracels.

Pressure is high to the Northward of Japan, and between the Loochoos and Bonins.

Moderate S.E. winds may be expected in the Formosa Channel and fresh to strong E. winds along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.34 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood { E. winds, fresh or strong; usually showery.

Formosa Channel { S.E. winds, moderate.

South coast of China between Hongkong and Lamoek { Same as No. 1.

South coast of China between Hongkong and Hainan... { Same as No. 1.

The World's Family Medicine.

A family medicine is an accessory.

The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general break-down is certain.

The wise keep the World's Family Medicine always at hand, and this is universally acknowledged to be

BEECHAM'S PILLS

A dose taken when ailments arise

will quickly remove the cause of the trouble, and good health will be restored.

They cleanse the system, tone up

and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action.

Always keep Beecham's Pills in

the house, and as occasion requires take a dose and you will enjoy perennial good health.

THORNE'S OLD-VAT

SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

593

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD

BAFF, BAR, SILVER (From 1900),

and other Useful Information

PRICE: 61 Cash.

FOORTHCOMING EVENTS.
Wednesday, 6th July—Meeting of the Licensing Board in the Colonial Secretary's Office, 2:15 P.M.

SHIPPING.

ARRIVALS.

ARMAND BEHIC, French str., 3,594, Goujonet, 4th July—Shanghai 2nd July, General—Messageries Maritimes.
CHENAN, British str., 1,349, Jones, 3rd July—Shanghai 30th June, General—Butterfield & Swire.
ERNEST SIMONS, French str., 2,692, R. Gerard, 3rd July—Marseilles 10th June, General—Messageries Maritimes.
HELENE, German str., 771, Bondixen, 3rd July—Swatow 1st July, General—Jelsen & Co.
KOREA, American str., 5,651, S. Sandberg, 4th July—San Francisco via port, 7th June, General—P. M. S. S. Co.
KUPICHOW, British str., 1,215, G. Hooker, 4th July—Tientsin 24th June, General—Butterfield & Swire.
LOONGANG, British str., 1,692, Z. Wheeler, 4th July—Manila 1st July, General—Jordine, Matheson & Co.
MANDASAN, Japanese str., 3,246, K. Shimidzu, 3rd July—Mikia 27th June, Coal-Mitsui Busan Kaisha.
MANON, British str., 3,018, Clark, 3rd July—Tokohama 21st and Shanghai 29th June, General—Butterfield & Swire.
NIKHO MARU, Japanese str., 7,439, M. Yagi, 4th July—Manila 2nd July, General—Nippon Yusen Kaisha.
RUB, British str., 1,619, A. Fraser, 4th July—Manila 1st July, General—Shewan & Co.
TAIBHUN, Chinese str., 1,216, R. G. Paramore, 3rd July—Shanghai 30th June, General—C. M. S. N. Co.
YUSHUN, Chinese str., 1,079, C. A. Westerland, 4th July—Tientsin 27th and Chefoo 28th June, General—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th July.
Amigo, German str., for Hoihow.
Armand Behic, French str., for Europe, &c.
Fochon, British str., for Saigon.
Hastings, British str., for Syntow.
Hutene, German str., for Hoihow.
Johann, German str., for Pakhoi.
Keichow, British str., for Canton.
Kunovic, British str., for Vancouver.
Memnon, British str., for Singapore.

DEPARTURES.

4th July.
CHENAN, British str., for Canton.
ERNEST SIMONS, French str., for Shanghai.
HANFONG, French str., for Pakhoi.
KAIFONG, British str., for Amoy.
KANTO, British str., for Canton.
MEMNON, British str., for Saigon.
MONGOLIA, American str., for San Francisco.
NAMSANG, British str., for Shanghai.
SELVA, Norwegian str., for Moji.
TAISAIN, Chinese str., for Canton.
YUENSANG, British str., for Manila.
YUSHUN, Chinese str., for Canton.

SHIPPING REPORTS.
The British str. Chenan reports: Moderate S.W. monsoon and high S.W. swell.
The British str. Rubi reports: Southerly winds and moderate sea, showery weather.

VESSELS IN DOCK.

JULY 4TH.
KOWLOON DOCK—Gloria, Sario Bandier, Choung, Muanglo, H.M.S. Whiting, Clem Roh, Leibaudy, Sui Cheong, Zafro, Valdeau, Sella.
COSMOPOLITAN DOCK—Veefold.
TAIKOO DOCK—Union Shae, Hephaestus, Tai On, Chinhuai.

VESSELS ON THE BERTH

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
FOR NEW YORK VIA PORTS
AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"INDRASAMHA," TO-DAY, 5th July,
at 5 P.M.

For freight and further information apply to—
SHEWAN, TOME'S & CO.,
General Agents,
Hongkong, 2nd July, 1910. [740]

NAVIGAZIONE GENERALE
ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.
Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LIVERPOOL and GENOA, also
GENOVA and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargos at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALÈNCIA, ALICANTE, ALMERIA and
MALAGA).

THE Steamship
"CAPRI."

Captain Morello, will be despatched as above on TUESDAY, the 12th inst., at NOON.

For further particulars regarding Freight and Passage, apply to—
CARLOWITZ & CO.,
Agents,
Hongkong, 4th July, 1910. [4]

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship
"GLENLOCHY"

Will be despatched for the above Ports on FRIDAY, the 15th inst.

For Freight and/or Passage, apply to—
SHEWAN, TOME'S & CO.,
Agents,
Hongkong, 2nd July, 1910. [748]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & BIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MAYA	Brit str.	—	G. M. Monford, E.N.L.	P. & O. S. N. Co., ...	About 13th inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DEITA	Brit str.	—	H. W. H. Snow	P. & O. S. N. Co., ...	On 9th inst., at Noon
LONDON, HAMBURG & ANTWERP	GLENLOCHY	Brit str.	—	...	SHEWAN, TOME'S & CO., ...	On 15th inst.
LONDON, ROTTERDAM & ANTWERP	PEMBROKESHIRE	Brit str.	—	Hayes	JARDINE, MATHERSON & CO., LD.	About 18th inst.
SITHONIA	Gor. str.	k. w.	Bruhmer	HAMBURG-AMERICA LINIE	On 22nd inst.	
INDIEN	Dan str.	—	—	MELCHERS & CO., ...	End of Aug.	
SIAM	Dan str.	—	—	MELCHERS & CO., ...	End of Sept.	
ARABIA	Gor. str.	k. w.	Filler	HAMBURG-AMERICA LINIE	On 20th inst.	
BRASILIA	Gor. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINIE	About 1st Aug.	
SCANDIA	Gor. str.	k. w.	Goujonet	MESSAGERIES MARITIMES	On 17th Aug.	
AEMAND BEHIC	Froostr.	—	K. Homma	NIPON YUSEN KAISHA	To-day, at 1 P.M.	
ATKI MARU	Jap. str.	—	—	HAMBURG-AMERICA LINIE	To-morrow, at Daylight	
WESTPHALIA	Gor. str.	k. w.	—	—	To-morrow	—
MISHIMA MARU	Jap. str.	—	—	—	—	—
KAGA MARU	Jap. str.	—	—	—	—	—
MECKLENBURG	Gor. str.	k. w.	Malchow	MELCHERS & CO., ...	On 14th inst., at 10 A.M.	
BOON	Am. str.	—	W. Bartling	CANADIAN PACIFIC R. CO.	On 13th inst.	
INDRASAMHA	Am. str.	—	—	CANADIAN PACIFIC R. CO.	On 16th inst., at Noon	
WERNER	Am. str.	1 m.	—	DODWELL & CO., LTD.	To-day	
EMPEROR OF INDIA	Brit str.	2 m.	—	—	—	—
MONTAGNE	Brit str.	—	G. B. McGill	CANADIAN PACIFIC R. CO.	On 19th inst., at 4 P.M.	
KUMERIC	Brit str.	—	—	—	On 16th inst., at 4 P.M.	—
KUMERIC	Brit str.	—	K. Kawara	NIPON YUSEN KAISHA	On 13th inst., at Noon	
INABA MARU	Jap. str.	—	K. Sato	NIPON YUSEN KAISHA	On 24th Aug., at Noon	
TEATTA MARU	Jap. str.	—	T. Saito	OKA SHOSEN KAISHA	On 8th inst., at Noon	
CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c.	KITO MARU	Jap. str.	—	TOYO KISEN KAISHA	On 27th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	NI-PUK YUSEN KAISHA	On 5th inst., at Noon	
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	—	BUTTERFIELD & SWINE	On 16th inst., at 4 P.M.	
NIKHO MARU	Jap. str.	1 m.	G. W. Elidy	NIKON YUSEN KAISHA	On 16th inst., at D'Light	
COLEGEON	Jap. str.	—	H. Rasmussen	MELCHERS & CO., ...	On 7th inst., at Noon	
CHONGMING	Jap. str.	—	Wm. Thompson	NIPON YUSEN KAISHA	About 26th inst.	
CHONGMING	Jap. str.	—	E. Isake	MELCHERS & CO., ...	To-morrow, at Noon	
TSINGTAU, CHEFOO & TIENSIN	ATSUTA MARU	Jap. str.	—	NI-PUK YUSEN KAISHA	Quick despatch	
TSINGTAU, CHEFOO & TIENSIN	PEINZ WALDEMAR	Jap. str.	—	JADINE, MATHERSON & CO., LD.	To-morrow, at Noon	
TSINGTAU, CHEFOO & TIENSIN	NIKHO MARU	Jap. str.	—	—	On 28th inst., at 4 P.M.	
TSINGTAU, CHEFOO & TIENSIN	TIAMAH	Dut. str.	Bouman	—	On 13th inst.	
TSINGTAU, CHEFOO & TIENSIN	CHONGMING	Dut. str.	V. McClymont-Liddell	—	On 14th inst.	
TSINGTAU, CHEFOO & TIENSIN	JOHNSON MARU	Dut. str.	G. Hooker	—	On 15th inst.	
TSINGTAU, CHEFOO & TIENSIN	DAIJIN MARU	Dut. str.	M. Courtney	JADINE, MATHERSON & CO., LD.	To-morrow, at Daylight	
TSINGTAU, CHEFOO & TIENSIN	SHUNDA	Dut. str.	N. Nielsen	—	On 7th inst., at 4 P.M.	
TSINGTAU, CHEFOO & TIENSIN	POLYNESIAN	Dut. str.	G. W. Gordon, E.N.L.	—	On 9th inst.	
TSINGTAU, CHEFOO & TIENSIN	KUISANG	Dut. str.	W. R. Hickey	BUTTERFIELD & SWINE	About 14th inst.	
TSINGTAU, CHEFOO & TIENSIN	SAXONIA	Dut. str.	R. P. Petars	NIKON YUSEN KAISHA	On 18th inst., P.M.	
TSINGTAU, CHEFOO & TIENSIN	INDIEN	Dut. str.	Broe	JADINE, MATHERSON & CO., LD.	On 26th inst., at Noon	
TSINGTAU, CHEFOO & TIENSIN	TELIWONG	Dut. str.	Bradley	—	On 28th inst.	
TSINGTAU, CHEFOO & TIENSIN	JOHNSON MARU	Dut. str.	Hildebrandt	MELCHERS & CO., ...	End of July.	
TSINGTAU, CHEFOO & TIENSIN	DAIJIN MARU	Dut. str.	A. Pander	JAVA-CHINA-JAPAN LINIE	To-morrow, at 10 A.M.	
TSINGTAU, CHEFOO & TIENSIN	HAIMUN	Dut. str.	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 10th inst., at 10 A.M.	
TSINGTAU, CHEFOO & TIENSIN	HAICHING	Dut. str.	Y. Kubasaki	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.	
TSINGTAU, CHEFOO & TIENSIN	HAITAN	Dut. str.	A. H. Stewart	DOUGLAS LAPRAK & CO.	To-day, at 10 A.M.	
TSINGTAU, CHEFOO & TIENSIN	HAITANG	Dut. str.	W. C. Pasmore	DOUGLAS LAPRAK & CO.	On 8th inst., at 10 A.M.	
TSINGTAU, CHEFOO & TIENSIN	CHIHUA	Dut. str.	J. W. Evans	DOUGLAS LAPRAK & CO.	On 12th inst., at 10 A.M.	
TSINGTAU, CHEFOO & TIENSIN	SINGAN	Dut. str.	A. E. Hodges	DOUGLAS LAPRAK & CO.	To-day, at 8 A.M.	
TSINGTAU, CHEFOO & TIENSIN	TEAN	Dut. str.	J. Warren	BUTTERFIELD & SWINE	On 9th inst., at 8 A.M.	
TSINGTAU, CHEFOO & TIENSIN	LONGSANG	Dut. str.	A. W. Outerbridge	BUTTERFIELD & SWINE	To-morrow, at 3 P.M.	
TSINGTAU, CHEFOO & TIENSIN	ZAFIRO	Dut. str.	E. J. Payne	JADINE, MATHERSON & CO., LD.	On 8th inst., at 4 P.M.	
TSINGTAU, CHEFOO & TIENSIN	RUHI	Dut. str.	R. Rodger	SHUNWA, TOME'S & CO.	On 9th inst., at Noon	
TSINGTAU, CHEFOO & TIENSIN	BORNEO	Dut. str.	P. H. Rolfe	JADINE, MATHERSON & CO., LD.	On 15th inst., at 4 P.M.	
TSINGTAU, CHEFOO & TIENSIN	HAKATA MARU	Dut. str.	A. Fraser	SHUNWA, TOME'S & CO.	On 16th inst., at Noon	
TSINGTAU, CHEFOO & TIENSIN	FOOKSANG	Dut. str.	F. Sumbill	MELCHERS & CO., ...	End of July.	
TSINGTAU, CHEFOO & TIENSIN	SHANTUNG	Dut. str.	A. Mecker	NIPON YUSEN KAISHA	On 12th inst., at Noon	
TSINGTAU, CHEFOO & TIENSIN	TJILAWAP	Dut. str.	Moresco	—	To-morrow, at 4 P.M.	
TSINGTAU, CHEFOO & TIENSIN	Zwart	—	J. Robinson	—	Quick despatch	

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.
TACOMA & SEATTLE
VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About

<tbl_r cells

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	7 A.M., 7th July	Freight and Passage. Capt. G. W. Gordon, E.N.R.
LONDON VIA USUAL PORTS	DELTA	Noon, 9th July	See Special of Call. Capt. E. W. H. Shaw.
SHANGHAI, TAKU, NA-GASAKI, MOJI, KOBE	CANDIA	On 9th July	Freight only. Capt. W. R. Hickey.
LONDON and ANTWERP	MALTA	About 13th July	Freight and Passage. Capt. G. M. Montford, E.N.R.
SAYD and MARSEILLE			
SHANGHAI, MOJI, KOBE, YOKOHAMA	SUNDA	About 14th July	Freight and Passage. Capt. R. A. Peters.
For further Particulars, apply to E. A. HEWETT, Superintendent			

Hongkong, 5th July, 1910.

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Ports to all European North Continental and British
Ports, also Trieste, Lubeck, Oporto, Messina, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

OUTWARD.

FOR SHANGHAI, KOM & YOKOHAMA:	FOR MARSEILLE, HAVRE & HAMBURG:
S.S. SCANDIA	S.S. WESTPHALIA
S.S. SAXONIA	S.S. ARABIA
S.S. SPEZIA	S.S. SITHONIA
S.S. ALESIA	S.S. MECKLENBURG
S.S. AMBRA	S.S. BRASILIA
	S.S. SCANDIA

Further Particulars, apply to—

Hongkong, 30th June, 1910.

HAMBURG-AMERIKA LINIE

Hongkong Office. [11]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"CHILI"	On 5th July, 8 A.M.
MANILA	"TEIAN"	On 6th July, 3 P.M.
SAMARANG & SURABAYA	"SHANTUNG"	On 6th July, 4 P.M.
SHANGHAI	"CHENAN"	On 7th July, 4 P.M.
TSINGTAU, CHEFOO & TIENTSIN	"KUEICHOW"	On 8th July, 4 P.M.
HAIPHONG	"SINGAN"	On 9th July, 8 A.M.
MANILA, ZAMBOANGA, THIBUR,		
DAY ISLAND, COOKTOWN,		
CAIRNS, TOWNSVILLE, BRIS.	"CHANGSHA"	On 27th July, 4 P.M.
BANE, SYDNEY & MELBOURNE		
DIRECT SAILINGS TO WEST RIVER.		Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand, and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS. [16]
Hongkong, 5th July, 1910

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS

"HAICHING" Capt. W. C. Passmore... TUESDAY, 5th July, at 10 A.M.
"HAIHAN" Capt. J. W. Evans FRIDAY, 8th July, at 10 A.M.
"HAIYANG" Capt. A. B. Hedgins TUESDAY, 12th July, at 10 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" Capt. A. H. Stewart WED'DAY, 6th July, at 10 A.M.
SUNDAY, 10th July, at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier), During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS. [9]

Hongkong, 5th July, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"...	Wed'day, 6th July, D'light.
TIENTSIN VIA SWATOW, WEI-	"CHEONGSHING"	Wed'day, 6th July, Noon.
HAIWAI & CHEFOO	"FOOKSANG"...	Wed'day, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"LOONSANG"...	Friday, 8th July, 4 P.M.
MANILA	"YUENSANG"...	Friday, 15th July, 4 P.M.
MANILA, KOBE & MOJI	"KUTSANG"...	Tuesday, 26th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Anhui Sea) and Moji to Hongkong.

These vessels have modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sun. Exch. 4.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,

Hongkong, 5th July, 1910.

GENERAL MANAGER [14]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 2nd July, 1910.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd ... \$80 \$70 \$60 \$50

With Option of rail between Calling Ports in Japan.

S Fitted with New System of Wireless Telegraphy. + Cargoonly. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. [15-125]

Hongkong, 23rd May, 1910.

With Option of rail between Calling Ports in Japan.

The "Aki Maru" is expected to arrive here to-day.

The "Aki Maru" is expected to leave here to-morrow.

The "Aki Maru" is expected to arrive here to-morrow.

The "Aki Maru" is expected to leave here to-morrow.

The "Aki Maru" is expected to arrive here to-morrow.

The "Aki Maru" is expected to leave here to-morrow.

The "Aki Maru" is expected to arrive here to-morrow.

The "Aki Maru" is expected to leave here to-morrow.

The "Aki Maru" is expected to arrive here to-morrow.

The "Aki Maru" is expected to leave here to-morrow.

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The "Aki Maru" is expected to arrive here to-morrow.

The "Aki Maru" is expected to leave here to-morrow.

The "Aki Maru" is expected to arrive here to-morrow.

The "Aki Maru" is expected to leave here to-morrow.

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

IMPORT SAMPLE SHOWROOMS

OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN

PIECE GOODS AND SUNDRIES.

43-1

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Delhi*, with the English mail of the 10th inst., left Singapore on Friday, the 1st inst., at 5.30 p.m. and may be expected here to-morrow. The parcel mails closed in London for despatch by the air sea route on the 1st of June and for despatch overland on the 8th of June.

The *Empress of India*, with the Canadian mail, left Shanghai on Monday, the 4th inst., at 3 p.m. and may be expected here on or about Thursday, the 7th inst., at 7 a.m.

TO	PER	DATE
Pukhoi	Johanne	Tuesday, 5th, 9.00 A.M.
Swatow, Amoy and Foochow	Hatching	Tuesday, 5th, 9.00 A.M.
Koelung, Shanghai, Moji, Koko, Yokohama, Victoria, Vancouver and Tacoma	Kumeric	Tuesday, 5th, 10.00 A.M.
		Tuesday, 5th,
		Printed Matter, and Samples
		10.00 A.M.
		Registration 10.00 A.M.
		(Registration with late fee of 10 cents up to 10.45 A.M.)
		Registration Kowloon
		E.O. 10.00 A.M.
		No late fee
		Letters 11.00 A.M.
		Tuesday, 5th, 1.15 P.M.
		Tuesday, 5th, 5.00 P.M.
		Tuesday, 5th, 5.00 P.M.
		Wednesday, 6th, 8.00 A.M.
		Wednesday, 6th, 9.00 A.M.
		Wednesday, 6th, 9.00 A.M.
		Wednesday, 6th, 9.00 A.M.
		Wednesday, 6th, 11.00 A.M.
		Wednesday, 6th, 11.00 A.M.
		Wednesday, 6th, 1.15 P.M.
		Wednesday, 6th, 2.00 P.M.
		Wednesday, 6th, 3.00 P.M.

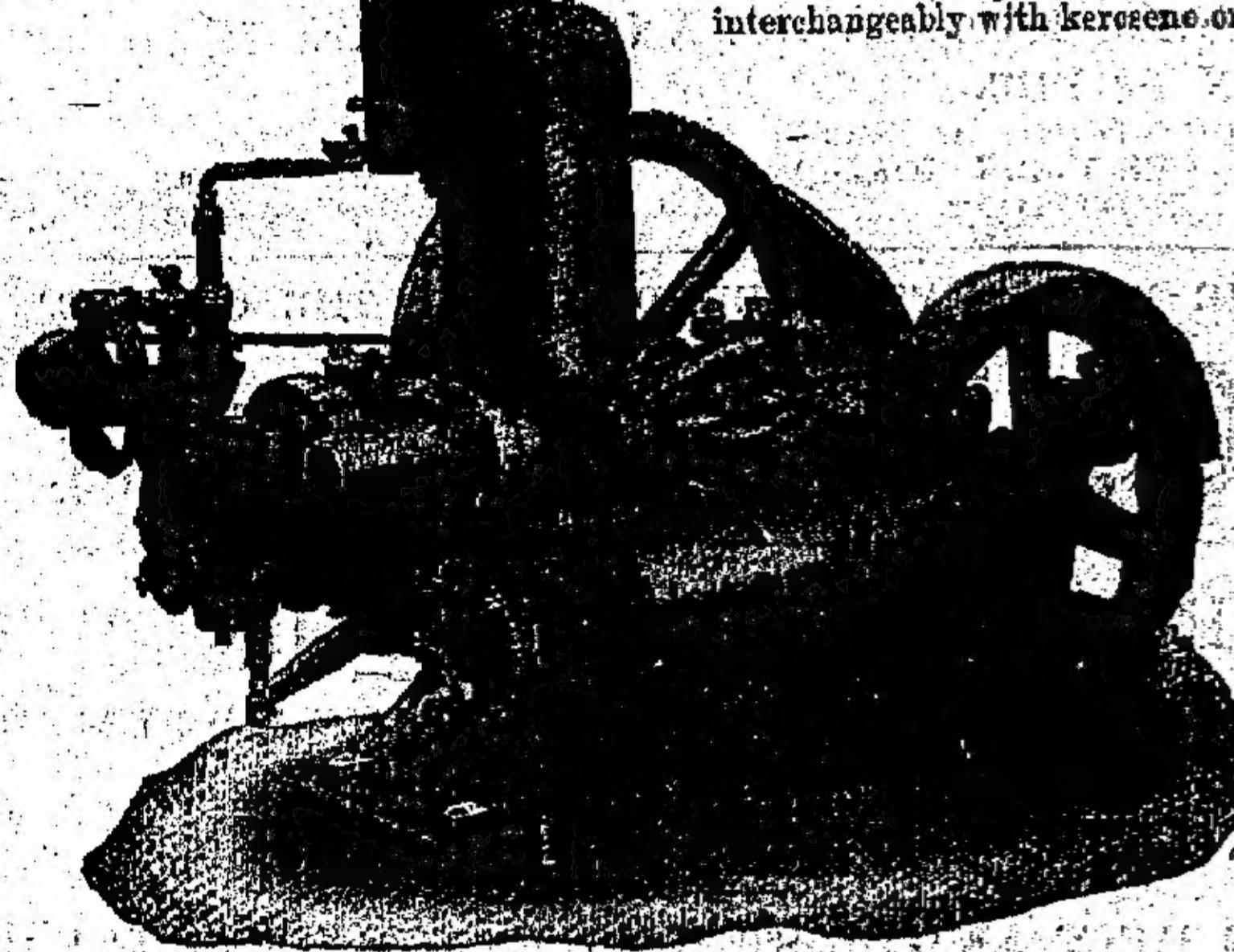
EUROPE, &c., INDIA VIA TUTICORIN

(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Macao	Sui Tai	Tuesday, 5th, 1.15 P.M.
Singapore, Penang and Colombo	Aki Maru	Tuesday, 5th, 5.00 P.M.
Shanghai	Choyang	Tuesday, 5th, 5.00 P.M.
Hangchow	Onsang	Tuesday, 5th, 5.00 P.M.
Fort Bayard and Haiphong	Manche	Wednesday, 6th, 8.00 A.M.
Swatow, Amoy, Aping and Takao	Joshua Maru	Wednesday, 6th, 9.00 A.M.
Swatow Singapore and Bangkok	Pitcairn	Wednesday, 6th, 9.00 A.M.
Swatow	Raimon	Wednesday, 6th, 9.00 A.M.
Swatow, Weihaiwei, Chofoo and Tientsin	Cheongshing	Wednesday, 6th, 11.00 A.M.
Singapore, Panang and Calcutta	Fookhang	Wednesday, 6th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 6th, 1.15 P.M.
Macao	Sui Tai	Wednesday, 6th, 2.00 P.M.
Manila	Tean	Wednesday, 6th, 3.00 P.M.
Samarang and Sourabaya	Shantung	

PETTER OIL ENGINES

SIMPLEST, SAFEST, BEST GOVERNED, AND MOST ECONOMICAL OIL ENGINES IN THE WORLD. Twenty Gold and Silver Medals and Money Prizes awarded. Work interchangeably with kerosene, oil and oil.



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SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 1st, 1910.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS PER SHARE
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sellers
National Bank of China, Limited	99,925	\$7	£6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Horne Company, Limited	60,000	\$12	\$12	\$100, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$150, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$84, sellers
COTTON MILLS—				
Two Cotton Spinn. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 122.	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sellers
International Cotton Manuf. Co., Ltd.	10,000	Tls. 75	Tls. 62.	
Lan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$7	\$6	\$19, buyers
ROCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$6	\$6	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78.
Shanghai and Hongkew Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 18.
Kenwick & Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$7, sal. & sel.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$107½, sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$33½, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$20.
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177½, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, sales
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$87½.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$150, buyers
North-China Insurance Co., Limited	10,000	\$15	\$15	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$100, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$92, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$35, buyers
Shanghai Land Investment Co., Limited	76,000	Tls. 50	Tls. 109.	
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
Mining—				
Société Française des Charbonnages du Tonkin	16,000	Fea. 250	all	\$625.
Raub Australian Gold Mining Co., Ltd.	200,000	21	18/10	\$57, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$14.
Philippine Co., Limited	75,000	\$10	\$10	\$150, buyers
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, buyers
Lazon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
Steamship Companies—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$60	all	\$11, sellers
Hongkong, Canton & Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$32½.
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	25	all	£1.66.
Shell Transport & Trading Co., Limited	60,000 def.	2	£1	102½, rd.
Star Ferry Company, Limited	10,000	\$10	\$10	\$34½, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$14, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$25, buyers
Stores and Disp				